Ministry of
Transportation and Infrastructure

2012/13
Annual Service Plan Report

BRITISH
COLUMBIA

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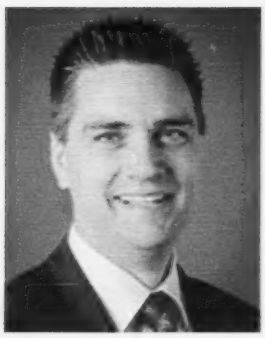
Message from the Minister and Accountability Statement



As the Minister of Transportation and Infrastructure, it is my pleasure to introduce the *2012/13 Annual Service Plan Report*. This report details the Ministry's performance and achievements during the last fiscal year, which ended March 31, 2013.

Over the past year, the Ministry's investments in public infrastructure have made immediate and lasting improvements for the people of British Columbia. Construction projects created thousands of rewarding jobs. Broader access to world markets strengthened our economy and attracted new levels of global visitors and trade. Highway improvements helped ensure the public reached their destinations safely and efficiently. New infrastructure has dramatically reduced congestion, helping the environment and putting time back in the hands of B.C. families. I am proud to have the chance to share these results with you.

We reached important transportation milestones in 2012/13, and one of the most high profile was the opening of the new Port Mann Bridge. In December 2012, eight lanes on the new bridge opened to the public, cutting rush hour commutes by up to 50 per cent and allowing transit service to cross the bridge for the first time in over 25 years. Travel times will only improve in 2013 as we bring the bridge to its full 10-lane capacity and complete Highway 1 improvements through Coquitlam, Burnaby and Vancouver.

Working with industry and other levels of government, we continue to take advantage of British Columbia's proximity to the growing markets of the Asia-Pacific. The Ministry and its partners are improving the roads, rails and terminals that keep trade flowing safely and efficiently. Container traffic continues to rise at B.C. ports. New regular air services now connect Vancouver to two of China's sub-provincial cities, Chengdu and Shenyang, promoting valuable tourism, international education and business travel.

In the latter part of 2012, the Province launched *Connecting the World: An Aviation Strategy for British Columbia*, which is a key part of *Canada Starts Here: The BC Jobs Plan*. This vital strategy aims to make the province more competitive in the global aviation market, ensuring we get a bigger piece of the growing passenger and cargo business.

A new trade corridor also opened in Metro Vancouver in 2012. The eastern section of the new South Fraser Perimeter Road (SFPR) removes trucks from community streets and provides a new route to industrial sites along the north shore of the Fraser River. When the rest of the project opens in 2013, the SFPR will create an efficient expressway that connects gateway facilities, the border, and key Metro Vancouver crossings, providing another link in our tightly-integrated trade network.

By ensuring British Columbia remains the primary gateway for Asia-Pacific trade and travel, we attract global opportunities and prosperity for our families and communities.

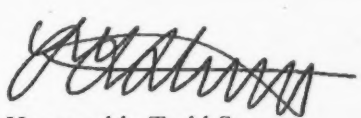
That said, we recognize the importance of balancing economic growth with the protection of our environment. The ministry protects air quality, reduces greenhouse gas emissions and makes our transportation network as efficient as possible by providing smart alternatives to the single-passenger vehicle, such as improved transit service, cycling infrastructure, and High Occupancy Vehicles lanes. In 2012, work began on the $1.431-billion Evergreen Line, a rapid transit line that will save commuters travelling to Vancouver up to 45 minutes a day over driving. We partnered with BC Transit and local governments on a new transit service centre in Kamloops and a new bus exchange in Vernon. Our BikeBC program continues to support the creation of bike paths and other infrastructure to make cycling a safe and attractive option for commuters, tourists and other travellers.

Across the province, other major transportation projects are making a difference, as well. In the Northeast, $78 million of highways upgrades in the Peace region have improved road safety and supported the growing natural gas industry. Four new Highway 97 projects began as part of the ongoing Cariboo Connector Program. The $63-million Donald Bridge opened, increasing safety and capacity on the Trans-Canada Highway between Revelstoke and Golden. The Kicking Horse Canyon Project modernized more of the Trans-Canada Highway between Golden and Yoho National Park, adding new lanes, a 112-metre bridge, wildlife crossings and more. Last fiscal year, the Ministry installed 65 new webcams around the province. With some of these webcams providing more than one view angle, 128 new images of highway conditions became available, bringing the total number of webcam images on the popular DriveBC network to 327.

The successes of 2012/13 are rooted in careful planning and public consultation, and we are now laying the groundwork for future successes in the same way. This past year, we began the planning for the replacement of the George Massey Tunnel in Metro Vancouver, talking to local residents about the possibilities ahead. The replacement will save commuters travel time and improve the flow of visitors and goods between Vancouver and the U.S. border. Our government also announced $650 million over 10 years to continue four-lane upgrades to the Trans-Canada Highway between Kamloops and the Alberta border.

With every project and program, the Ministry of Transportation and Infrastructure aims to protect lives, create jobs, strengthen our economy and provide B.C. families with healthy, connected communities. This report shows how the Ministry has delivered on these commitments.

The *Ministry of Transportation and Infrastructure 2012/13 Annual Service Plan Report* compares the actual results to the expected results identified in the *Ministry's 2012/13 - 2014/15 Service Plan.* I am accountable for those results as reported.



Honourable Todd Stone
Minister of Transportation and Infrastructure
July 2, 2013

Table of Contents

Message from the Minister and Accountability Statement **3**

Purpose of Ministry **11**

Strategic Context **13**

Report on Performance **15**

Performance Results Summary Table 15

Goals, Objectives, Strategies and Performance Results **16**

Report on Resources **28**

Resource Summary Table 28

Statement of Earnings for BC Transportation Financing Authority 29

Transportation Investments 34

Appendices **38**

Appendix A: Ministry Contact Information 38

Appendix B: Hyperlinks to Additional Information 39

Highlights of the Year

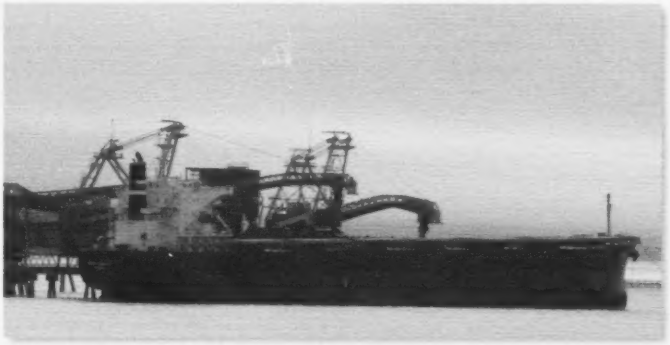
In addition to accomplishments noted in the Minister's message, the Ministry reached the following milestones in 2012/13:

Canada's Pacific Gateway

The Ministry continued to work with its partners in government and industry to make British Columbia the gateway of choice for Asia-Pacific trade.

Select key achievements for 2012/13 include:

- **Deltaport Terminal Road and Rail Improvement Project** is a $280-million package of road, rail and terminal improvements which will increase container capacity by 600,000 twenty-foot equivalent units (TEUs) at Deltaport. Project funding is provided by Port Metro Vancouver, the Ministry of Transportation and Infrastructure and TSI Terminal Systems. In 2012/13 construction commenced on the first component of the project - a $45-million overpass on the Roberts Bank causeway, which will increase rail switching capacity in and out of Deltaport by 20-30 per cent. Completion of the overpass is expected in late 2014;
- **Roberts Bank Rail Corridor Program** is a $307-million partnership between the Government of Canada, the Government of B.C., Port Metro Vancouver, TransLink, four municipalities and four railroads to improve road/rail crossings along this rail corridor. Last fiscal the 80th Street Overpass Project was the second project completed as part of the Roberts Bank Rail Corridor Program. This $20-million project, delivered by the Corporation of Delta, was a grade-separated overpass crossing the BC Rail mainline on 80th Street in Delta. Project funding was provided by Transport Canada, Port Metro Vancouver, the Ministry of Transportation and Infrastructure and the Corporation of Delta. The remaining seven projects under the Roberts Bank Rail Corridor Program are under construction and progressing on schedule for completion in 2014;
- **Ridley Island Road Rail Utility Corridor** is a $90-million road, rail and utility corridor project that will provide key foundational infrastructure to support terminal developments on Ridley Island at the Port of Prince Rupert. Construction began in 2012/13;



The image above shows a container ship being loaded at Ridley Island bulk terminal at the Port of Prince Rupert.

- **Port of Prince Rupert** saw an increase in container traffic in 2012 of 38 per cent over 2011 levels. Total bulk tonnage at the Port was also up nine per cent over 2011 with total coal shipments up 19 per cent;
- **Port Metro Vancouver** saw an increase in container traffic in 2012 of eight per cent over 2011, while total bulk tonnage remained consistent with last year's volume; and
- **Air developments** in 2012/13 included the Province's elimination of the two-cents-per-litre aviation fuel tax, generating new and expanded air services in the province. Additionally, Sichuan Air introduced three-times-a-week service from Vancouver to Chengdu and Shenyang and Virgin Atlantic introduced seasonal summer service to London-Heathrow. The new Sichuan Air flights will help create new cultural, business and tourism links between B.C. and mainland China. Additionally, an India Air Service workshop was conducted as part of the BC India Global Forum. The workshop examined the market potential for non-stop air service between Vancouver and India.

BC Railway Company (BCRC) is a Crown corporation incorporated under the *British Columbia Railway Act* with a primary mandate of supporting *The Pacific Gateway Transportation Strategy 2012–2020: Moving Goods and People* by acquiring, holding and managing railway corridor and strategic port lands and making related infrastructure investments.

Highlights for BCRC in 2012/13 include:

- The Port Subdivision rail line handled over 6,000 trains in and out of Roberts Bank, with record volumes of TSI intermodal traffic 6 per cent higher than last year and near record volumes of Westshore coal traffic;
- 32 surplus properties were sold, generating profits of $3.3 million, in part enabling BCRC to provide a $10 million payment to the Province in 2012/13;
- Three railway overpasses were completed along with joint highway/railway drainage improvements as part of a liaison with South Fraser Perimeter Road Project; and
- BCRC continued to support the Pacific Gateway strategy through the completion of several projects, including the Pratt and Mud Bay siding extensions, provision of majority funding for the Panorama Road Improvement project and for the Roberts Bank Rail Corridor 41B Grade Separation Project, which is now complete, as well as provision of funding and land for the North Shore Trade Corridor Philip Overpass project.

Provincial Transit Plan

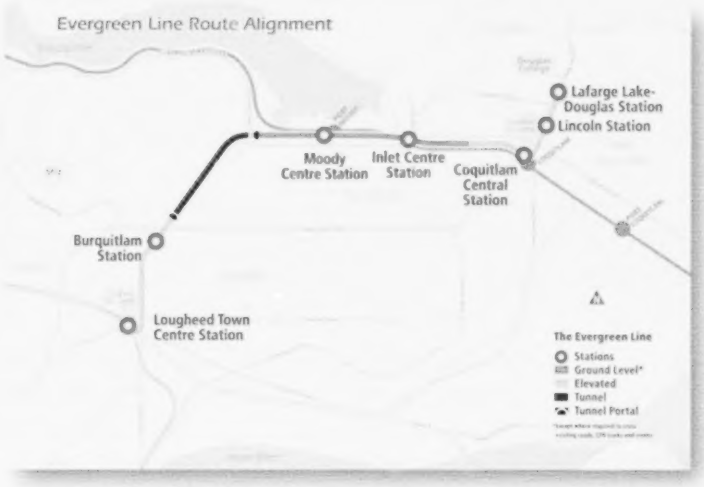
The *Provincial Transit Plan* was announced in January 2008. The $14-billion plan includes investments for new and upgraded rapid transit lines, the introduction of rapid bus services, expansion of the bus fleet and other transit supportive infrastructure by 2020. The Plan's objective is to increase ridership, reduce reliance on the automobile, decrease transportation related greenhouse gas emissions and support increased urban population densities.

Achievements in 2012/13 include:

- A new Transit Service Centre was opened in Kamloops, and a new transit bus exchange was put into service in Vernon;
- Expo Line fibre optics upgrades were completed, with federal contributions from the Building Canada Fund;
- Highway 1 Carvolth Exchange and Park and Ride opened on December 1, 2012, providing ExpressBus service over the new Port Mann Bridge; and
- U-Pass BC Program was renewed for three more years until April 2016.

Evergreen Line Rapid Transit Project

The Evergreen Line is a new rapid transit line that will connect Coquitlam to Burnaby via Port Moody. It has been a centrepiece of Metro Vancouver's regionally-developed transportation plan for over 15 years and is a key element of the *Provincial Transit Plan*. The project will seamlessly connect to the current SkyTrain system, extending Metro Vancouver's rapid transit network to the growing northeast sector communities and providing alternative transit choices, increasing transit ridership, and reducing greenhouse gas emissions and road congestion.



Achievements in 2012/13 include:

- Early construction work began in January 2012 and will be complete in June 2013; and
- The prime contract to design and build the Evergreen Line was awarded to EGRT Construction, and major construction began in early 2013.

Gateway Program

Gateway Program improvements are helping to create a comprehensive, effective transportation network in Metro Vancouver.

Key achievements in 2012/13 include:

- The Port Mann/Highway 1 Improvement Project reached a major milestone in December 2012 with the completion of Phase One of the project. This included the opening of the new bridge to eight lanes of traffic and substantial completion of improvements east

of the bridge. These mark the project's first significant travel time savings, the first transit service over the bridge in 25 years and the commencement of tolling; and

- Construction continues on the South Fraser Perimeter Road (SFPR). The portion of the SFPR between Highway 1 and the Pattullo Bridge in Surrey was completed and opened to traffic in December 2012. The remainder of the SFPR to Deltaport Way in Delta will be open to traffic in December 2013. Construction work includes grading, bridge and wall construction, gravelling and paving. Additionally, as part of an agricultural enhancement strategy for this project, construction of a $22-million enhanced irrigation system in Delta is scheduled for completion during summer 2013.

The George Massey Tunnel Replacement project – the project was initiated in November and December 2012, beginning with early technical work and Phase 1 of public consultation. Phase 2 Consultation was completed in the spring of 2013 and included public comment on potential scenarios. Public consultation included open houses, small-group meetings and written feedback. The next steps involve preparing the Phase 2 Consultation Summary Report and determining which scenarios to take forward for additional analysis.

Major Infrastructure Projects

Highlights from 2012/13 include:

Cariboo Connector Program – The second phase of the Cariboo Connector Program was announced last fiscal with $200 million to be invested over five years for seven new projects. One project has been completed (Bonaparte Intersection) and three projects are under construction;

Aerial view of the new four-lane Donald Bridge, which opened to traffic in November 2012.

Highway 1 Donald Bridge – The new Donald Bridge on Highway 1 was opened in September 2012 and included 3.5 kilometres of highway widening approximately 25 kilometres west of Golden from two lanes to four, as well as construction of a new four lane bridge crossing the Columbia River and a new four lane structure over the Canadian Pacific rail line;

Accelerated Investment Program – Announcement and launch of 36 highway improvement projects valued in excess of $152.6 million; and

Building Canada Fund – Announcement of federal funding for three new projects under the Building Canada Fund (Highway 97 South Peace Hill, Highway 11 and Vye Road Rail Overpass, Highway 97 between Highway 33 and Edwards and one new project under Asia-Pacific Gateway and Corridor Initiative (Highway 91 82nd Avenue Interchange).

Kicking Horse Canyon

Improvements to the Trans-Canada Highway in the Kicking Horse Canyon are providing a safer and more efficient movement of people and goods along this vital trade route. The first two of four phases are complete and in use. The improvements are having a positive effect on the environment by reducing vehicle emissions and fuel consumption and enhancing bicycle use.

Achievements in 2012/13 include:

- Phase 3 construction completed on the nine-kilometre Brake Check to Yoho National Park segment, delivering a new 112-metre long bridge across Mount Hunter Creek, wildlife crossings at Vacation Creek and Glenogle Road, continuous wildlife exclusion fencing and access improvements at Beaverfoot Road;
- Work also completed on the Golden Hill to West Portal segment of Phase 3. The finished product includes four kilometres of four-laning, grade and horizontal alignment improvements from Golden Hill to the West Canyon Portal, a wildlife overpass and a grade-separated intersection at Upper Donald Golden Road; and
- Construction commenced on the 4Km Structure and Approaches Project, with completion planned for October 2013.

Work on the rugged Phase 4 canyon sections is planned for future years.

Purpose of Ministry

The Ministry of Transportation and Infrastructure plans transportation networks, provides transportation services and infrastructure, develops and implements transportation policies, and administers many related acts and regulations. The Ministry also administers federal-provincial funding programs to build sustainable communities.

The Ministry is committed to opening up B.C. through innovative, forward-thinking transportation strategies that move people and goods safely and fuel our provincial economy.

To accomplish its mandate, the Ministry:

- Works to expand and integrate various modes of transportation in consultation with local and regional authorities; stakeholder groups, industry members, with port, railway, airport and transit service partners; and in cooperation with transportation-related Crown corporations;
- Pursues policies and initiatives to enhance the competitiveness of B.C.'s ports and airports - our gateways for economic growth and development;
- Works with partners and other levels of government to provide funding to develop and deliver cost-effective public transit, ferry services, and cycling networks;
- Builds highway infrastructure to fulfill the economic and social needs of British Columbians;
- Maintains highways to a high standard through contracts with private sector road maintenance providers;
- Undertakes vehicle safety inspections and sets commercial vehicle operating standards;
- Licenses and regulates commercial passenger transportation;
- Manages funding for high-quality, modern public infrastructure that supports the development of strong communities by contributing to long-term economic growth and a clean environment; and
- Operates in cooperation with the BC Transportation Financing Authority (BCTFA), which is a Crown agency that supports the financing of the capital program.

Legislation governing the Ministry's activities can be found on the Ministry website at www.th.gov.bc.ca/key_initiatives/legislation/statutes.htm.

The Ministry of Transportation and Infrastructure is responsible for the following Crown corporations and agencies:

- BC Transportation Financing Authority (BCTFA) – The BCTFA is a provincial Crown agency operating under the *Transportation Act*. It owns most of the provincial highways and provides for their rehabilitation and expansion through dedicated fuel taxes and other revenues. The Authority can also acquire, hold, construct, or improve other transportation infrastructure throughout B.C.

- British Columbia Railway Company (BCRC) – BCRC is a wholly-owned subsidiary of the BCTFA, under the management of the Ministry of Transportation and Infrastructure. BCRC is a self-supporting Crown corporation whose operations include:
  - management of the Revitalization Agreement between BCRC and CN Rail;
  - ownership and operation of the 40 kilometre Port Subdivision rail line;
  - retaining ownership control of key port land assets and managing lease arrangements with Vancouver Wharves and Squamish Terminals;
  - sale of surplus property not required for railway or Pacific Gateway purposes in a manner that maximizes commercial return; and
  - investment in rail, land and other infrastructure that supports Pacific Gateway capacity expansion.

More information can be found at www.bcrproperties.com/bcr1/.

- BC Transit – BC Transit is the provincial Crown agency charged with coordinating the delivery of public transportation throughout B.C. (outside Metro Vancouver). More information can be found at www.bctransit.com/.
- Transportation Investment Corporation (TI Corp) – TI Corp is established under the *Transportation Investment Act*. Its primary purpose is to implement the Port Mann/Highway 1 Improvement Project. More information about the project can be found at www.pmh1project.com/.
- The Insurance Corporation of British Columbia (ICBC) – ICBC is a provincial Crown corporation established in 1973 to provide universal auto insurance to B.C. motorists. It is also responsible for driver licensing, and vehicle licensing and registration.

BC Transit, TI Corp and ICBC are self-reporting Crown corporations and more information can be found on their websites, www.bctransit.com/, www.pmh1project.com/ and www.icbc.com/ respectively.

Rapid Transit Project 2000 Ltd. – Rapid Transit Project 2000 completed its mandate to build the Millennium Line and concluded direct project activities in 2006. The Ministry is responsible for any continuing Rapid Transit Project 2000 Ltd. administration and financial reporting.

Strategic Context

The following factors shaped the development and execution of the Ministry's programs in 2012/13:

Economic Growth. British Columbia's real GDP increased by 1.7 per cent in 2012 (according to preliminary GDP by industry data from Statistics Canada), following growth of 2.8 per cent in 2011. Annual gains in the domestic economy during 2012 were observed in employment, consumer spending and housing starts. B.C.'s exports fell during the year, however, as global demand weakened and prices fell for some key commodities. Several risks to British Columbia's economy remain, including further slowing of domestic economic activity, renewed weakness in the U.S. economy, the ongoing European sovereign debt crisis threatening the stability of global financial markets, exchange rate volatility, and slower than anticipated economic growth in Asia dampening demand for B.C.'s exports.

Growth in Asia Trade. Continuing to strengthen and build Canada's economy depends on its success in world trade. As Asia responds to the new domestic demands of its burgeoning middle class, British Columbia and western Canada are well positioned to significantly expand natural resource exports, particularly in coal, liquid natural gas, metals and minerals, potash and grain to Asia. While the U.S. remains B.C.'s largest export market, Mainland China, Japan, South Korea and Taiwan are our next four largest markets and are growing.

B.C.'s proximity to Asia, our large Asian population and cultural connections in addition to the growing presence of Vancouver as a North American air hub to Asia and as a global maritime centre all serve to build stronger ties to booming Asian economies. These factors lessen our reliance on traditional within-continent trading patterns and will strengthen our economy to be more resilient in the future. Tremendous opportunities will also be present for B.C.'s international education sector to attract students to our many world-class education facilities, for our knowledge-based industries, such as green technology; and for agri-food sector to market its products overseas. *Canada Starts Here: The BC Jobs Plan* outlines the strategies for achieving economic growth in B.C. and by moving goods and people efficiently to markets, transportation will be the enabler that allows these sectors to prosper.

Facilitation of Trade. Container traffic volumes will continue to grow as supply chains throughout the world become more sophisticated and responsive to customer needs and as shippers carefully consider the most cost effective and timely way to transport their products and commodities to markets around the world. Canada's Pacific Gateway is one of several west coast gateways linking Asia to North American consumers of imported products and North American commodity producers to emerging Asian and world markets. British Columbia has become the preferred gateway for Asia-Pacific trade for many shippers, and as Canada's natural trade gateway to Asia, B.C. has the opportunity and responsibility to ensure its ports, airports, road and rail networks – which form the Pacific Gateway – support and enable economic growth and prosperity in this province and the rest of Canada.

To build on B.C.'s status as the preferred gateway for Asia-Pacific trade, the province and its Pacific Gateway port, rail and air partners have developed three desired outcomes, and will collaborate on a number of strategies to achieve them.

> **1. World Class Transportation Network** – Supply chain infrastructure that efficiently links goods and people with global markets and customers.
>
> **2. Attractive Investment Climate** – Canada's Pacific Gateway is the preferred western North American gateway for trade, providing a competitive and desirable business environment for global investors and customers.
>
> **3. Collaboration with Partners and Stakeholders** – Stakeholders, communities and First Nations are regularly consulted on the actions and outcomes of the Pacific Gateway Strategy and are engaged, supportive, and active participants and beneficiaries of a globally competitive Pacific Gateway.

Interprovincial trade is also a major part of our economy, and the Ministry continues to work with Alberta and Saskatchewan through the New West Partnership Trade Agreement and Pacific Gateway Alliance to streamline industry requirements across the three provinces. Enhancing these connections will help reduce costs and improve competitiveness, to ensure capacity is in place to handle Canada's exports to Asia. As well, investments in the highways that connect economic gateways to each other will facilitate trade and keep B.C. an attractive place to do business.

Federal Infrastructure Programs. The federal government committed in Budget 2011/12 to work with provinces, territories, local government and other stakeholders on a new long-term infrastructure plan. On November 30, 2011 the Federal Minister of Transport, Infrastructure and Communities announced a three phase process for developing a long-term plan for public infrastructure that extends beyond the expiry of the existing Building Canada Plan. This process, under which the Ministry of Transportation and Infrastructure, in collaboration with other Ministries, submitted B.C.'s input on the structure and design of new programs, has concluded and the new Building Canada Plan announced under federal *Economic Action Plan 2013* provides $47.475 billion nationally in new funding over 10 years through three programs. The three programs are a $32.2-billion Community Infrastructure Fund, a $14-billion Building Canada Fund and a $1.25-billion P3 Canada Fund. Federal funding may influence programs proposed under the Ministry of Transportation and Infrastructure's next Service Plan.

Changing Regional Economies. Rural economies continue to diversify and will rely on a range of infrastructure improvements to facilitate this evolution. Increased log and forest product truck traffic from accelerated harvests triggered by the mountain pine beetle epidemic are projected to peak in 2013. With increased natural resource development, such as oil and gas, and mining and forestry, industrial traffic places significant demands on the existing transportation infrastructure. To support this increase in traffic and ensure roads remain suitable for all users, the Ministry will make additional investments in affected road networks, including maintenance and rehabilitation due to incremental wear and tear.

Report on Performance

Performance Results Summary Table

Goal 1: Improved infrastructure drives economic growth and trade For greater detail see pages 16-18	2012/13 Target	2012/13 Actual
1.3 Use provincial investment dollars as effectively as possible The percentage of projects that meet their budget and schedule	91.5%	93.2% EXCEEDED
Goal 2: British Columbia's transportation industries are globally competitive For greater detail see page 19-20	**2012/13 Target**	**2012/13 Actual**
2.1 Develop Canada's Pacific Gateway Cumulative completed provincial strategic investment in Pacific Gateway supply chain infrastructure ($billions)	$3.41 billion	$4.24 billion ACHIEVED
Goal 3: Greenhouse gas emissions from the transportation sector are reduced For greater detail see pages 21 to 22	**2012/13 Target**	**2012/13 Actual**
3.1 Increase the use of transit, cycling and other alternative modes of personal transportation and promote the use of natural gas as a transportation fuel of choice Annual public transit ridership in B.C.	287 million	281 million SUBSTANTIVELY ACHIEVED
Goal 4: British Columbia's highway system is safe and reliable For greater detail see pages 23 to 25	**2012/13 Target**	**2012/13 Actual**
4.1 Ensure contractors maintain the provincial highway system to a high standard Rating of the maintenance contractors' performance using the Contractor Assessment Program	93%	94% EXCEEDED
4.3 Improve highway safety and reliability Crash reduction after construction on safety improvement capital projects	30% reduction from baseline	30% reduction from baseline ACHIEVED
Goal 5: Excellent customer service For greater detail see pages 26 top 27	**2012/13 Target**	**2012/13 Actual**
5.2 Provide excellent customer service to all British Columbians Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5	4.10	4.14 EXCEEDED

Goals, Objectives, Strategies and Performance Results

This section describes the Ministry's overall goals, the supporting objectives that should be met, the major strategies employed by the Ministry, and targets against which performance is measured.

Goal 1: Improved infrastructure drives economic growth and trade

Objective 1.1: Improve mobility on routes servicing major economic gateways

Strategies

- Identify infrastructure projects for both short-term and long-term economic benefits;
- Improve mobility and reliability and reduce bottlenecks on major urban and rural trade corridors using partnership cost-sharing where feasible;
- Promote border thinning at Canada/U.S. border crossings through the use of intelligent transportation technology, such as the Advanced Traveller Information System that advises motorists of border wait times and NEXUS lanes which expedite border clearance for pre-approved travellers; and
- Improve mobility and reliability of the transportation network by implementing a state of the art Regional Transportation Management Centre to provide advanced incident management and enhanced traveller information systems.

Objective 1.2: Identify and select priority improvement projects

Strategies

- Identify key safety and mobility improvements to enhance the movement of people and goods;
- Develop options for improvements;
- Evaluate and prioritize options;
- Develop business cases for individual projects; and
- Amalgamate projects into an integrated investment strategy.

Objective 1.3: Use provincial investment dollars as effectively as possible

Strategies

- Complete projects on budget and on time;
- Develop public-private partnerships in consultation with Partnerships BC, where appropriate;
- Capture value from surplus lands to fund transportation improvements; and
- Continue to engage with the federal government to leverage funding for transportation projects in British Columbia.

Performance Measure 1: Project Performance

Performance Measure	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
The percentage of projects that meet their budget and schedule.	92.1%	92%	91.5%	93.2% EXCEEDED

Data Source: Ministry of Transportation and Infrastructure.

Discussion of Results

This performance measure evaluates all the Ministry capital construction and rehabilitation projects completed each year within the overall Transportation Investment Plan. The number and total value of these projects varies from year to year as new investments are made. The performance measure allows the Ministry to assess how efficiently and effectively it delivers a large suite of projects.

Projects range in size, scope and value from the very small to the extremely large, complex and costly, and use a variety of procurement methods from the traditional design/bid/build to public-private partnerships. Programs are continuously evolving to meet the needs of the infrastructure and to best serve the citizens of the province. The constant target represents the Ministry's ability to maintain a high level of achievement despite these challenges and the broad range of projects included in the target.

Objective 1.4: Improve road access for resource industries and rural residents

Strategies

- Invest in priority roadway rehabilitation and improvements on the roads serving industry and rural residents:
  - Interior and Rural Side Roads Program. Invest $156 million between 2012/13 and 2014/15.

- Support B.C.'s *Mountain Pine Beetle Action Plan* through the strategic investment of $30 million per year; and
- Undertake projects to support increased industrial growth such as four-laning, strengthening of the roadway, improving overhead clearances, alignments and bridge capacity.

In 2012/13, $39.9 million was allocated as part of the Oil and Gas Rural Road Improvement Program.

Objective 1.5: Manage programs that provide funding to communities to build and improve infrastructure that contributes to their sustainable development

Strategies

- Manage the implementation of federal/provincial funding programs to support local government infrastructure priority projects.

Goal 2: British Columbia's transportation industries are globally competitive

Objective 2.1: Develop Canada's Pacific Gateway

Strategies

- Develop and implement *The Pacific Gateway Transportation Strategy 2012–2020: Moving Goods and People*;
- Work closely with other levels of government and stakeholders to achieve the objectives of the *Pacific Gateway Transportation Strategy*;
- Undertake business development in conjunction with the private sector and the Government of Canada, especially for new markets and customers;
- Ensure transportation infrastructure and supply chain performance standards are in place to meet Asian import and Canadian export needs; and
- Provide leadership through the Pacific Gateway Alliance, a unique collaboration of transportation service providers and governments which oversees infrastructure, labour and service reliability improvements aimed at expanding Canada's Pacific Gateway trade.

Performance Measure 2: Pacific Gateway Supply Chain Investments

Performance Measure	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
Cumulative completed provincial strategic investment in Pacific Gateway supply chain infrastructure ($billions).	$0.92 billion	$1.08 billion	$3.41 billion	$4.24 billion ACHIEVED

Data Source: Total completed investment spending (cumulative) on provincial supply chain infrastructure by B.C. since 2005. Does not include partner contributions.

Discussion of Results

Government and industry partners have come together to fulfill the long-term vision of British Columbia as the preferred gateway for Asia Pacific trade, with the most efficient transportation trade system on the west coast of the Americas.

Through British Columbia's Pacific Gateway Strategy, the Ministry participates in infrastructure projects with other private and public agencies, such as the Roberts Bank Rail Corridor, Ridley Island Road and Rail Utility Corridor, Deltaport Terminal, Road and Rail Improvement Project and the North Shore Trade Area. The Pacific Gateway Alliance is the unique public private partnership that oversees the Pacific Gateway's expansion of port, rail, road and airport facilities. The Government of Canada, Provinces of B.C., Alberta and Saskatchewan, Port Metro Vancouver, the Port of Prince Rupert, CN Rail, Canadian Pacific, Vancouver International Airport and other industry partners are working together to take

advantage of Canada's strategic location at the crossroads of the North American marketplace and the booming economies of Asia. In addition, the Ministry has direct responsibility for funding and implementing road and bridge improvements such as the South Fraser Perimeter Road, the Kicking Horse Canyon Project, and the Cariboo Connector Program, and is a key partner in the delivery of the Port Mann/Highway 1 Improvement Project. The Ministry also has a role to play in creating a competitive industry environment with the federal government through policy and legislation that supports industry investment decisions.

Since the Province has direct control over its strategic investments, total investment is a measure of the Province's action to meet its Pacific Gateway objectives. Since 2005, the public and private sectors have committed over $22 billion to projects that support the Pacific Gateway. The Province has committed over $5.4 billion; the federal government has announced $1.6 billion in funding; local governments are contributing approximately $1 billion and the private sector has committed to investing $13.7 billion to key infrastructure projects.

The performance measure tracks the cumulative amount of completed provincial investment in Pacific Gateway transportation supply chain infrastructure. In the year of completion, the provincial contribution to total project cost is added to the total of all provincial spending on Pacific Gateway infrastructure since 2005.

Goal 3: Greenhouse gas emissions from the transportation sector are reduced

Objective 3.1: Increase the use of transit, cycling and other alternative modes of personal transportation and promote the use of natural gas as a transportation fuel of choice

Strategies

- Build a rapid transit backbone and supportive rapid and frequent bus service to create rider options;
- Invest in public transit infrastructure;
- Improve High Occupancy Vehicle (HOV) and transit priority measures;
- Encourage increased land-use density around transit stations and along transit corridors through policy and funding agreements; and
- Invest in an integrated cycling and walking network.

Performance Measure 3: Transit Ridership

Performance Measure	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
Annual public transit ridership in B.C.	266 million	289 million	287 million	281 million SUBSTANTIVELY ACHIEVED

Data Source: Estimates for future public transit ridership are provided by BC Transit and TransLink and are based on the anticipated effects of transit investments, changing local conditions such as the price of fuel and fares, and the forecast of annual budgets that impact service hours and transit capacity. 2012/13 Actual includes estimated ridership for TransLink for January-March 2013. NOTE: Forecasts and targets included for this Performance Measure in the 2012/13-2014/15 Service Plan were incorrectly reflected. The figures have been amended in this Annual Report as well as the 2013/14-2015/16 Service Plan.

Discussion of Results

The *Provincial Transit Plan*'s goal of doubling ridership by 2020 was established based on a 2007/08 baseline of 219.5 million revenue transit trips (combined TransLink and BC Transit ridership data). However, in 2012/13 an estimated decrease of 8 million trips or 2.8 per cent occurred, although cumulative ridership has still increased 28 per cent since the *Provincial Transit Plan* was announced. A ridership decrease was anticipated for the 2012/13 period due primarily to a short-term dampening of demand related to TransLink's January 2013 fare increase. Other contributing factors include flat or lower transit service levels. The Evergreen Line will boost ridership in 2016/17 when open for use.

Objective 3.2: Improve supply chain efficiency for the movement of goods

Strategies

- Reduce ship idling through port electrification;
- Reduce commercial truck idling by minimizing wait times;
- Improve rural road infrastructure;
- Build rail grade separations; and
- Free up road capacity for goods movement by reducing the use of single-occupant vehicles.

Objective 3.3: Reduce greenhouse gas emissions through the adoption of new technologies

Strategies

- Invest in new buses that use the latest technology;
- Increase the use of weigh-in-motion technology to reduce the need for trucks to stop and idle at inspection stations;
- Implement intelligent traffic control systems to reduce idling and create time advantages for transit; and
- Promote the use of natural gas as the fuel of choice for heavy duty commercial vehicles.

Goal 4: British Columbia's highway system is safe and reliable

Objective 4.1: Ensure contractors maintain the provincial highway system to a high standard

Strategies

- Review and consider future improvements to continue delivery of high quality maintenance and rehabilitation programs; and
- Administer the highway maintenance contracts and assess how well the contractors are delivering their services through the Contractor Assessment Program.

Performance Measure 4: Contractor Assessment

Performance Measure	Baseline	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
Rating of the maintenance contractors' performance using Contractor Assessment Program.	93%	94%	94%	93%	94% EXCEEDED

Data Source: Ministry of Transportation and Infrastructure, Construction and Maintenance Branch.

Discussion of Results

Ratings measure whether the contractors exceed contract requirements based on the results of local and regional assessments and road user satisfaction ratings. Contractors that exceed basic requirements are entitled to a residual payment. A rating between 85 and 90 per cent warrants a one per cent residual payment, between 90 and 95 per cent warrants a 1.5 per cent residual payment, and above 95 per cent warrants a two per cent residual payment. The performance measure is a provincial average of the combined summer and winter ratings for all 28 contractors in the province.

Objective 4.2: Rehabilitate the main highway system on a lowest life-cycle cost basis

Strategies

- Invest in the main highway system (roads and bridges) to maintain and mitigate the onset of deterioration in ways that maximize the return on infrastructure investment;
- Systematically assess the condition of the infrastructure to determine priority in the annual resurfacing and structure rehabilitation and replacement programs; and
- Integrate climate change adaptation considerations into rehabilitation design and cost.

Objective 4.3: Improve highway safety and reliability

Strategies

- Monitor highway safety and improve high-risk locations in consultation with local and regional authorities and stakeholders;
- Maximize highway safety and reliability through both safety-focused enhancements and low-cost improvements, such as signs, lighting, and lane markings;
- Work with safety partners such as the Insurance Corporation of British Columbia, the RCMP, and the Ministry of Justice to identify areas for safety improvements; and
- Examine highway safety and reliability issues considering climate forecasts and the adaptive capacity of transportation infrastructure. Address and revise standards where appropriate from results of studies on climate and highway infrastructure interactions.

Performance Measure 5: Highway Safety

Performance Measure	Baseline	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
Crash reduction after construction on safety improvement capital projects.	152 crashes per year	33% reduction from baseline	28% reduction from baseline	30% reduction from baseline	30% reduction from baseline ACHIEVED

Data Source: The crash data is gathered by the RCMP as part of their on-site crash investigation. The RCMP completes MV 6020 forms and passes those on to ICBC. From ICBC, data (provincial roads only) is passed on to the Ministry and input into the Collision Information System. Data reliability is dependent on RCMP attendance at crashes and the accuracy of the form completion

Discussion of Results

This performance measure compares the before and after crash reduction on nineteen new safety improvement capital projects on completion of construction. These projects are being delivered throughout the reporting period. The baseline is established at 152 crashes per year measured over five years for the data period 2000 – 2004. This period was chosen due to superior data quality.

The crash reduction target for 2012/13 is 30 per cent from the baseline. It was calculated that crashes had been reduced by 30 per cent, which represents a reduction of over 45 crashes per year from the baseline benchmark.

Objective 4.4: Provide effective road safety enforcement, education and programs for the commercial transport industry

Strategies

- Establish and enforce regulations to enhance vehicle safety in B.C. and to ensure the safety of the travelling public;

- Participate with other jurisdictions on initiatives to coordinate and harmonize policies and standards for commercial vehicles;
- Ensure information systems provide the quality and timeliness of commercial vehicle safety data for compliance and enforcement;
- Build on existing technologies and policies to promote safety and improve efficiency for the commercial transport industry; and
- Improve interprovincial movement of commercial trucks by harmonizing programs, policies and regulations with the provinces of Alberta and Saskatchewan through the New West Partnership Trade Agreement.

Goal 5: Excellent customer service

Objective 5.1: Continue to improve service levels provided to the British Columbia business community

Strategies

- Participate in cross-government integration of permitting process;
- Streamline application and review processes for rural subdivisions; and
- Implement online application and tracking tools to support reduced turnaround times.

Objective 5.2: Provide excellent customer service to all British Columbians

Strategies

- Use social media to communicate more efficiently with the Ministry's stakeholders and enhance customer service;
- Use online data and information to engage citizens and support open government;
- Undertake annual surveys of customer satisfaction and compare survey results with baseline data to ensure customer needs are met;
- Use survey results and public feedback to better understand various elements of customer expectations and levels of customer service provided through existing processes and procedures; and
- Evaluate results to determine how to adjust internal processes, procedures and communications to enable more rapid information exchange within and between Ministry business units to deliver enhanced customer service.

Performance Measure 6: Customer Service

Performance Measure	CMT Baseline	2010/11 Actual	2011/12 Actual	2012/13 Target	2012/13 Actual
Customer Satisfaction Survey: Stakeholder satisfaction with existing Ministry services and delivery processes, rated on a scale of 1 to 5.	3.9	4.13	4.14	4.10	4.14 EXCEEDED

Data Source: The Ministry's Customer Satisfaction Survey is based on the Common Measurement Tool (CMT), a survey framework designed by the Institute for Citizen-Centred Service to be administered by public-sector organizations to facilitate the measurement of citizen satisfaction.

Discussion of Results

The customer satisfaction score is based on British Columbians' ratings of service they received from the Ministry. For example, Ministry staff may have checked the status of an application, provided information on government requirements, directed citizens to the correct source of information, or assisted with forms. The survey questions focus on fairness, willingness to go the extra mile, staff knowledge, timeliness, accessibility, staff courtesy, and overall service quality.

Survey respondents include local governments, commercial highway operators, permit applicants, emergency service providers, resource industries, highway construction and maintenance companies, professional and technical consultants, real estate industry, business groups, and general highway users.

The Ministry uses the survey results to identify areas and processes to improve service delivery. The increase in survey results from the original 2012/13 target represents the Ministry's ability to improve customer service delivery.

Report on Resources

Resource Summary Table

Core Business Areas	2012/13 Estimates	Actual	Variance
Operating Expenses ($000)			
Transportation and Infrastructure Improvements	10,821	10,133	(688)
Public Transportation	331,831	324,405	(7,426)
Highway Operations	454,828	458,612	3,784
Commercial Passenger Transportation Regulation	1,319	1,486	167
Executive and Support Services	8,122	8,728	606
Total Ministry Operations Before Adjustment of Prior Year Accrual[1]	**806,921**	**803,364**	**(3,557)**
Adjustment of Prior Year Accrual[2]	0	(579)	(579)
Total Expense Including Prior Year Accrual	**806,921**	**802,785**	**(4,136)**
Ministry Capital Expenditures (Consolidated Revenue Fund) ($000)			
Highway Operations	4,239	4,118	(121)
Total Ministry Capital Expenditures	**4,239**	**4,118**	**(121)**
Net Loss ($000)			
Total Receipts[3]	**250,669**	**58,930**	**(191,739)**

1 The Ministry manages its operating budget by monitoring expenditures during the year, identifying potential savings and cost pressures, and reallocating funds accordingly. Variances between core businesses are the result of these reallocations. Overall savings reflects fiscal restraint measures, resulting in a reduction in administrative and discretionary costs.

2 In accordance with Generally Accepted Accounting Principles (GAAP), this amount reflects an adjustment of prior year's expense accrual. These dollars are not available for Ministry spending.

3 The revenue reduction reflects retention of capital within ICBC, reduced payments from BC Railway Company and higher motor vehicle licenses and permits.

Statement of Earnings for BC Transportation Financing Authority

2012/13	Total estimated	Actual	Variance
Revenue ($000)			
Dedicated Taxes[1]	435,000	404,872	(30,128)
Amortization of deferred contributions[2]	137,190	138,788	1,598
Other revenue[3]	126,240	127,202	962
Total	**698,430**	**670,862**	**(27,568)**
Expenditures ($000)			
Amortization	429,228	415,949	(13,279)
Interest[4]	314,112	310,607	(3,505)
Interior and rural side roads[5]	32,500	44,237	11,737
Grant programs[6]	136,259	86,256	(50,003)
Operations and administration[7]	84,765	66,823	(17,942)
Total	**996,864**	**923,872**	**(72,992)**
Net Earnings (Loss)($000)			
Net operating loss	**(298,434)**	**(253,010)**	**(45,424)**

1 Dedicated taxes include 6.75 cents per litre motor fuel tax.

2 Contributions towards capital assets are deferred and amortized to income at the same rate as the related highway infrastructure is amortized to expense.

3 Other revenue includes interest income, grants from the Province, property sales, rentals and economic development revenues, and earnings from British Columbia Railway Company.

4 Interest on borrowing used to finance construction work in progress is capitalized. Upon completion, related interest costs are expensed.

5 Improvements to interior and rural side roads are included in capital expenditures; repairs are expensed. Total interior and rural side road program expenditures for 2012/13 was $56 million.

6 Grant programs include BC Ferries grants, provincial contributions to Canada Line, grants to TransLink and BC Transit for transit purposes, cycling infrastructure and other grants.

7 Operations and administration expenditures include public-private partnership project performance payments, inland ferries operations and maintenance, write-off and transfer of assets.

Major Capital Projects

Kicking Horse Canyon

Objective: Upgrade the 26-kilometre section of the Trans-Canada Highway to a modern, four-lane standard from the junction of Highway 95 at Golden to the western boundary of Yoho National Park. This highway corridor was originally constructed in the 1950s and is mostly two lanes wide. It is an important route for tourism and inter-provincial trade, serving as a gateway between British Columbia and the rest of North America. By connecting remote resource extraction sites with processing, manufacturing, and distribution centres, this portion of the Trans-Canada Highway is a key part of the province's resource economies, particularly forestry and mining.

The Kicking Horse Canyon Project has four phases. The first two, the $64-million Yoho Bridge and the $143-million Park Bridge (public-private-partnership), have been completed and are now in operation.

Phase 3 includes Golden Hill to West Portal and 10-Mile Brake Check to Yoho National Park. A federal funding partnership has been secured for Phase 3 under the Building Canada Fund. Construction of the Brake Check to Yoho National Park segment was awarded to Ledcor CMI in fall 2008 and was completed October 2011. A contract for the Golden Hill to West Portal design-build project was awarded to Emil Anderson Construction Inc. in December 2009 and was completed in October 2012. A contract was awarded to Tercon Construction for the construction of the 4Km Wall and Approaches project in the fall of 2011, with construction targeted for completion by fall 2013.

Phase 4 includes the Highway 1/95 Intersection and the West Portal to Yoho Bridge section. Preliminary engineering work has been completed on the challenging section from West Portal to Yoho Bridge.

Costs: The total cost of the first two phases was $207 million. Current estimates for Phase 3 are $119.5 million and the estimated cost of Phase 4 is $630.5 million.

Benefits:

- Safer roads and increased capacity on a critical provincial and national gateway;
- Fewer road closures due to slides and accidents; and
- Economic development through increased tourism and more efficient movement of goods and services.

Risks:

- Challenging climatic and geographic conditions; and
- Managing traffic during construction.

Evergreen Line Rapid Transit Project

Objective: The Evergreen Line is a new rapid transit line that will connect Coquitlam to Burnaby via Port Moody. It will seamlessly connect to the current SkyTrain network, moving passengers from Coquitlam City Centre to Vancouver in approximately 40 minutes. The Evergreen Line will also integrate with regional bus networks as well as the West Coast Express.

The Evergreen Line has been a centrepiece of Metro Vancouver's regionally-developed transportation plan for over 15 years and is a key element of the Provincial Transit Plan. The project will extend Metro Vancouver's rapid transit network to the growing northeast sector communities, providing alternative transit choices, increasing transit ridership, and reducing greenhouse gas emissions and road congestion by getting people out of their cars.

The Evergreen Line will open in summer 2016, providing rapid transit for the first time to the communities of Coquitlam and Port Moody, as well as the students of Douglas College. The Lincoln Station has been added to the Evergreen Line Project. It is being funded through a unique partnership between the City of Coquitlam and the owners of Coquitlam Centre Mall. The new station at Pinetree Way and Lincoln Avenue will result in a total of seven stations to be built as part of the Evergreen Line.

More information about the project can be found at www.evergreenline.gov.bc.ca/.

Costs: The Evergreen Line is estimated to cost $1.431 billion, with the Government of Canada contributing up to $417 million, the Government of B.C. contributing $586 million, and other partners contributing $28 million. TransLink is contributing the remaining $400 million and will operate the line.

Benefits:

- Provide fast, frequent and convenient service, with service almost 20 hours a day, every three minutes during peak periods;
- Provide greater transit choice;
- Increase transit ridership and capacity, with 70,000 riders per day by 2021;
- Reduce traffic congestion;
- Support regional and municipal growth management plans;
- Stimulate community growth and development; and
- Provide economic opportunities by creating 8,000 new jobs during construction.

Risks:

- Construction through a developed urban area;
- Managing traffic during construction along busy urban commuter routes; and
- Construction of a two-kilometre bored tunnel.

South Fraser Perimeter Road

Objective: The South Fraser Perimeter Road, approximately 40 kilometres long, is a new four-lane, 80 kilometre per hour route along the south side of the Fraser River. The project extends from Deltaport Way in Southwest Delta to 176th Street (Highway 15) in Surrey, with connections to highways 1, 15, 91 and 99 and to TransLink's Golden Ears Bridge.

The project will provide a much needed continuous and efficient route to serve the important freight and service industry along this key economic corridor and will benefit commuters as well as tourists accessing borders, ferries and B.C.'s Interior. After a rigorous environmental assessment, the project received provincial and federal environmental certification and Agricultural Land Commission approval in 2008. The project is currently under construction, and the section between Highway 1 and 176th Street to 136th Street in Surrey was opened to traffic in December 2012. The section west of 136th Street to Deltaport Way in Delta is planned to open in December 2013, with final project completion in 2014.

Costs: The overall cost of the project is approximately $1.264 billion. A federal contribution agreement was signed in September 2008 for $365 million under the Canada-British Columbia Asia-Pacific Gateway and Corridor Transportation Infrastructure Fund.

Benefits:

- Improved movement of people and goods through the region via enhanced connections to the provincial highway network;
- Reduced east-west travel times, particularly for heavy truck traffic, by providing a continuous highway along the south side of the Fraser River;
- Improved access to major trade gateways and industrial areas, and enhanced development in designated industrial areas along the south side of the Fraser River;
- Improved safety and reliability;
- Reduced truck traffic on municipal road networks, restoring them as community streets;
- Improved business, jobs and re-development; and
- Closure of at-grade railway crossings.

Port Mann/Highway 1 Improvement Project

Objective: The Port Mann/Highway 1 Improvement Project is the largest transportation infrastructure project in B.C. history. It includes the construction of a new 10-lane Port Mann Bridge, the widest bridge in the world, and 37 kilometres of highway widening and interchange improvements from Vancouver to Langley. Phase One of the project reached completion in December 2012 when the new bridge opened to eight lanes of traffic and improvements east of the bridge achieved major completion. Since December, drivers traveling between Langley and Vancouver are seeing time savings of up to 30 minutes per day. When complete, the project will reduce travel times by up to 50 per cent and save drivers up to an hour a day.
Transportation Investment Corporation (TI Corp) is the provincial Crown corporation delivering the project. TI Corp prepares its own service plan and annual report, separate from the Ministry's, which can be found at: www.pmh1project.com.

A major milestone for the Port Mann Bridge/Highway 1 Improvement Project occurred in the summer of 2012 with the closure of the centre gap on the new bridge. This marked the completion of the bridge deck and superstructure.

Transportation Investments

	2012/13 Expenditures ($ millions)
Provincial Investments:	
Transportation Investment Plan	
Rehabilitation	192
Interior and Rural Side Roads	56
Oil and Gas Rural Road Improvement Program	40
Mountain Pine Beetle Strategy	33
Highway 1 – Kicking Horse Canyon, Kamloops to Golden	60
Gateway Program	175
Okanagan Valley Corridor	31
Cariboo Connector Program	23
Other Highway Corridors and Programs	201
Cycling Infrastructure	1
Total Transportation Investment Plan	**812**
Provincial Transit Plan	
Canada Line Rapid Transit Project	19
Evergreen Line	98
Rapid Transit, Buses and Other Transit Priorities	56
Total Provincial Transit Plan	**173**
Total Provincial Investment[1]	**985**
Investments funded through contributions from federal government and other partners:	
Evergreen Line (federal government, TransLink and other partners)	54
Contributions to the Transportation Investment Plan	120
Contributions to Provincial Transit Plan	3
Total investments funded through contributions	**177**
Total Investments in Transportation Infrastructure	**1,162**

1 Total provincial investment includes operating and capital spending

Transportation Investment Corporation	
Port Mann Highway 1 Project	540
Total Investments in Transportation Infrastructure including the Port Mann Highway 1 Project	**1,702**

Major Programs

Highway Rehabilitation – the Ministry invested $192 million in 2012/13 in road and bridge surfacing, bridge rehabilitation, seismic retrofits and highway safety improvements.

Interior and Rural Side Roads – to make these roads safer and more reliable, and improve connections between communities, the Ministry invested $56 million in 2012/13 to renew the interior and rural road networks.

Oil and Gas Rural Road Improvement Strategy – the Ministry invested $40 million in 2012/13 for rehabilitating the existing public road infrastructure in the Northeast region of the province to help eliminate seasonal road restrictions and extend the winter drilling season for oil and gas exploration, thereby attracting new investment, creating jobs and improving safety for both industry and residents.

Mountain Pine Beetle Strategy – in 2012/13, the Ministry invested $33 million to facilitate the safe and efficient transportation of harvested mountain pine beetle killed timber; to repair damage done to the highway system by the extraordinary increase in heavy truck traffic, and to help ensure that the goals and objectives of B.C.'s Mountain Pine Beetle Action Plan are met.

Okanagan Corridor Improvements – the Ministry continues to support trade and tourism, enhance safety, reduce congestion and support the use of transit, and last fiscal $31 million was allocated to improve the Okanagan Valley Corridor. This funding is augmented through partnerships with federal and municipal governments. Approved projects include construction of the Westside Road Interchange on Highway 97 in partnership with the Westbank First Nation, four-laning Highway 97 on a new alignment between Winfield and Oyama in the District of Lake Country, improvements to Highway 6 alignment between Grey Road and Ricardo Road in the District of Coldstream, McIntyre Passing Lanes on Highway 97 north of Oliver, Big White Southbound Passing Lane on Highway 33 including improvements to the Big White Road intersection providing access to the Big White Ski Resort and improvements to Eagle Rock Road intersection on Highway 97A in the Township of Spallumcheen.

Future approved projects include six-laning Highway 97 between Highway 33 and Edwards Road in Kelowna, Grizzly Road intersection improvements in West Kelowna, Muir Road to Mills Road on Highway 33 in Kelowna, Crystal Waters Intersections on Highway 97 north of Oyama and Sneena Road Overpass in Westbank. Using stakeholder input from the Okanagan Valley Transportation Symposium, future specific projects will be developed in the south, central and northern Okanagan Valley, within the context of overall provincial funding and priorities.

Cariboo Connector Program – the Cariboo Connector Program continues to expand the 441 kilometre portion of Highway 97 from Cache Creek to Prince George and in 2012/13 we invested $23 million towards this project. This major route expansion is designed to increase safety and decrease travel times, while providing northern communities with a first-class trade corridor that meets the needs of a rapidly expanding economy. This will be provided through

four-lane construction, intersection development, frontage road and access management, replacement or twinning of structures and other key safety and capacity improvements.

Phase One began in 2005/06 with an initial commitment of $200 million by the Province. The addition of federal infrastructure funds in 2009/2010 allowed for projects to be delivered over and above the original scope. Total value of the Phase One construction is $241 million and is complete. Phase One included a number of key strategic projects including twinning the Simon Fraser Bridge and the installation of a state-of-the-art Red Rock Commercial Vehicle Inspection Station, equipped with Weigh2Go and transponder technologies.

Phase Two of the Program began in April 2012 with a commitment of $200 million by the Province. Phase Two includes nine projects, four of which have proceeded to construction in 2012, including an intersection improvement at Bonaparte (complete) and four-laning at three locations along the Highway 97 corridor. The remaining projects involve four-laning at five additional locations and will be in construction between 2014 and 2017.

Other Highway Corridors and Programs – the Ministry continues to identify priority areas for improving the performance of highway corridors through projects such as passing lanes, four-laning, left-turn slots, realignments and safety upgrades, and in 2012/13, $201 million was invested towards these upgrades. Completed projects include the Donald Bridge on Highway 1 in eastern B.C., the Squamish Pedestrian Overpass on Highway 99, Sombrio Bridge No. 1 on Highway 14 near Port Renfrew, upgrades along Highway 2 near Dawson Creek, installation of median barrier on the Malahat Highway, upgrades to Tabor Mountain Ski Hill and Purden Ski Hill roads off Highway 16 and completion of Phase 1 and 2 of the George Massey Tunnel Replacement project public consultation process.

BikeBC – identify and build cycling facilities of regional and provincial significance while continuing to assist local governments to develop their local networks. BikeBC is a comprehensive provincial cycling investment program, which complements the Provincial Transit Plan by providing convenient and attractive alternatives to car travel to help reduce traffic congestion and greenhouse gas emissions. Through the creation of cycling infrastructure, BikeBC supports the provision of safe and attractive facilities for commuters and tourists and improving public health and fitness by promoting physical activity.

The Province invested $1 million last fiscal to make cycling a safe and attractive alternative transportation option for commuters. BikeBC's investment is further leveraged through cost-sharing agreements with local governments. Additionally, the Gateway Program includes a $50 million investment to construct cycling facilities on the Gateway corridors, and the Provincial Transit Plan will establish up to 1,000 new bike lockers at key locations by 2020.

Provincial Transit Plan – reducing greenhouse gas emissions and increasing transit ridership, market share and accessibility are key goals of the Provincial Transit Plan. These goals are being accomplished by providing a foundation of transportation infrastructure to support the development of healthier and more efficient communities. The Plan requires strong support from all levels of government, including the investment of $14 billion in transit infrastructure. In 2012/13, implementation of the Plan continued with $173 million invested from the Province. Partnerships with BC Transit included a new transit exchange in Vernon, a new service centre in

Kamloops, and the next phase of the Kelowna Rapid Bus project. Partnerships in Metro Vancouver included early works and the awarding of the Design-Build Finance contract for the Evergreen Line, the installation of faregates throughout the Metro Vancouver system, new park and ride facilities, SkyTrain station upgrades and the renewal of the U-Pass BC Program.

More information on the Provincial Transit Plan can be found at www.th.gov.bc.ca/transit_plan.

Appendices

Appendix A: Ministry Contact Information

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www.gov.bc.ca/tran/

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Regional Offices

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Burnaby BC V3N 4N8
604 660-8200

Southern Interior Regional Office

447 Columbia Street
Kamloops BC V2C 2T3
250 828-4220

Northern Regional Office

213 - 1011 4th Avenue
Prince George BC V2L 3H9
250 565-6185

Appendix B: Hyperlinks to Additional Information

Additional information can be found online at the following:

Ministry of Transportation and Infrastructure
www.gov.bc.ca/tran

twitter.com/tranbc

Legislation governing the Ministry's activities
www.th.gov.bc.ca/key_initiatives/legislation/statutes.htm

Evergreen Line Rapid Transit Project
http://www.evergreenline.gov.bc.ca/

Provincial Transit Plan
www.th.gov.bc.ca/transit_plan

BC Railway Company
www.bcrproperties.com/bcr1/

Transportation Investment Corporation and the Port Mann/Highway 1 Improvement Project
www.pmh1project.com/

BC Transit
www.bctransit.com/

The Insurance Corporation of British Columbia
www.icbc.com/